

Hand copy of email sent 12-21-05

**Dodge, Theresa**

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**From:** Dodge, Theresa  
**Sent:** Wednesday, December 21, 2005 11:41 AM  
**To:** 'AirportEIR@longbeach.gov.'  
**Cc:** Dodge, Theresa  
**Subject:** Comments on the draft EIR for Long Beach Airport

Public Comments on the Long Beach Airport Terminal Area Improvement Project Draft Environmental Impact Report  
No. 37-03 November 2005

The draft EIR Section 3.6 Noise does not adequately address the potentially significant health and safety effects of sleep disturbance and resulting loss of sleep. The information presented in the Section is incomplete. The proposed project noise level during sleeping hours is not indicated (Optimized Scenario). The existing airport activity noise levels are not characterized in the Section for comparison purposes. As a result no assessment of project impacts or the need for any mitigation measures associated with the project is even discussed.

Section 3.6 Noise discusses sleep interference as an annoyance and generally discusses various studies on the recommended values for sound levels during the assumed sleeping hours of 10 p.m. -7 am. Finding differing opinions in a literature review does not eliminate the requirement to assess the impacts of a project which should include the potentially significant health impact of loss of sleep. The percentage of awakenings and loss of sleep associated with the existing conditions needs to accurately established as well as a clear delineation of the evaluation criteria (acceptable noise level), the subsequent differential associated additional flights under the Optimized Scenario can then be evaluated and assessed as significant or not.

Exhibit 3.6-3 is referenced as indication that aircraft noise was only a minor contributor to the awakening response. The source of this information is not clear from the Exhibit. The document reviewer does not know if the information is project specific, the duration of the study, study criteria or analysis methods utilized. Without an established existing condition, no comparison or assessment of the project impacts can be made.


There are no exhibits such as Exhibits 6.6 -10 plus that indicate the anticipated project noise contours down to levels that impact sleep. Again nighttime project levels are not indicated but studies indicating impacts to sleep as low as 25 dBA are described.

Table 3.6-5 lists night air carrier and cargo operations for 2004 presumably as the existing conditions but do not indicate the associated noise and any impacts to sleep as a result. No nighttime noise data for the existing condition is included in this Section of the EIR. Exhibits showing the resulting noise contours from existing conditions and the project conditions would provide a readily comparable data set for evaluation and public comment.

Section 3.6 Noise of the draft EIR does not clearly inform the public of 1) the existing conditions associated with night time airport activities as they relate to noise or impacts on sleep, 2) the project target noise levels during sleeping hours, and 3) the anticipated impact of the project on sleep. For these reasons and those listed above, this draft EIR does not adequately assess the potentially significant health and safety impacts of sleep disturbance associated with this project.

A literature review and referencing regulations are not a complete or adequate assessment of the nighttime noise related impacts to the local public. A project specific assessment of the potentially significant impact on health and safety of the local residential population as a result of noise disruption of sleep and resulting loss of sleep is needed including, but not limited to, a project specific determination of 1) existing conditions, 2) acceptable nighttime noise levels, 3) projected project conditions, 4) assessment of impacts and 5) determination of appropriate mitigation measures.

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